

The first concept ODOT wishes to see the City explore is whether the Forestwood Dr approach could be restricted to RIRO access, with alternate access to Pleasant Valley and I-77 SB provided via indirect left turns and/or potentially creation of new connectivity between the Forestwood subdivision and Pleasant Valley. ODOT should have never allowed full movements at this intersection when the city proposed it in the early 1990's. That was a huge mistake.

ODOT requests an alternative that aligns NB-SB left turners head-to-head so that NB-SB left turn movements can occur concurrently and terminate independently. ODOT views the fact that Forestwood was originally built with a negative offset for SB left turns (resulting in overlapping turning paths for concurrent left turns) as the primary flaw in the design of the approach to this intersection. It should be corrected first before further modifications of I-77 are considered.

PROPOSED CURB AND
RECONSTRUCTED CURB RAMP

FORESTWOOD DR.

EX. CULVERT
EXTENDED

REMOVE PORTION OF
EX. MEDIAN ISLAND

(3) EX. LIGHT POLES
REMOVED AND REPLACED

EX. NOISE WALL REMOVED AND REPLACED
WITH POSSIBILITY OF RETAINING WALLS

MATCH LINE A

I.R. 77

PLEASANT VALLEY RD.

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- RAISED PAVEMENT
- PROPOSED BRIDGE
- PROPOSED GUARDRAIL
- PROPOSED NOISEWALL

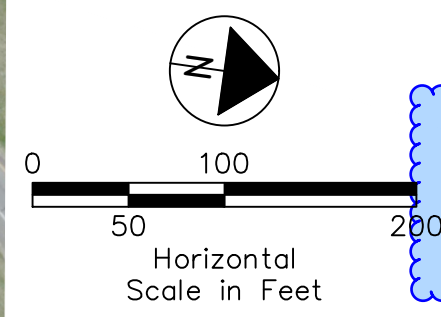
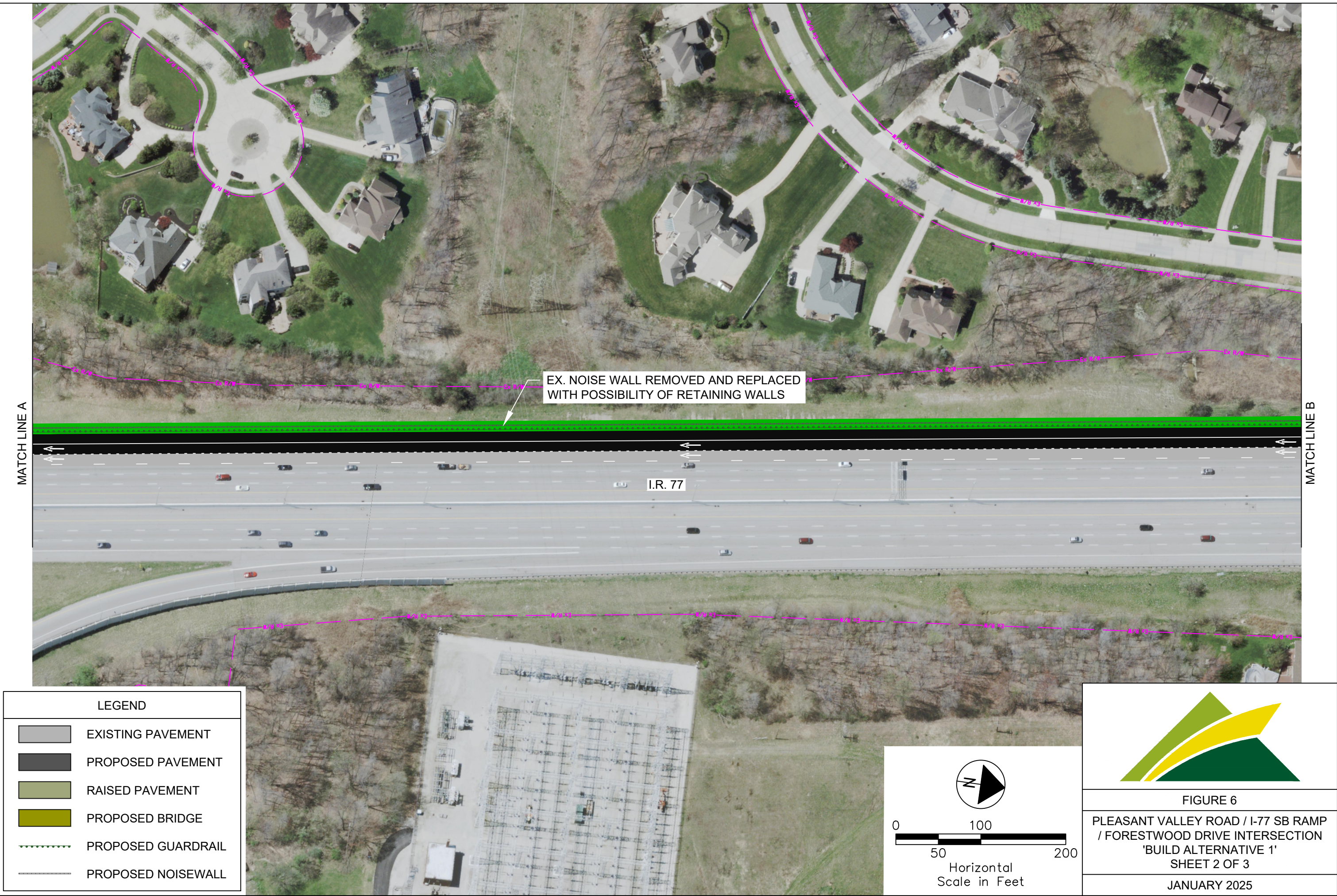


FIGURE 6

PLEASANT VALLEY ROAD / I-77 SB RAMP
/ FORESTWOOD DRIVE INTERSECTION
'BUILD ALTERNATIVE 1'
SHEET 1 OF 3

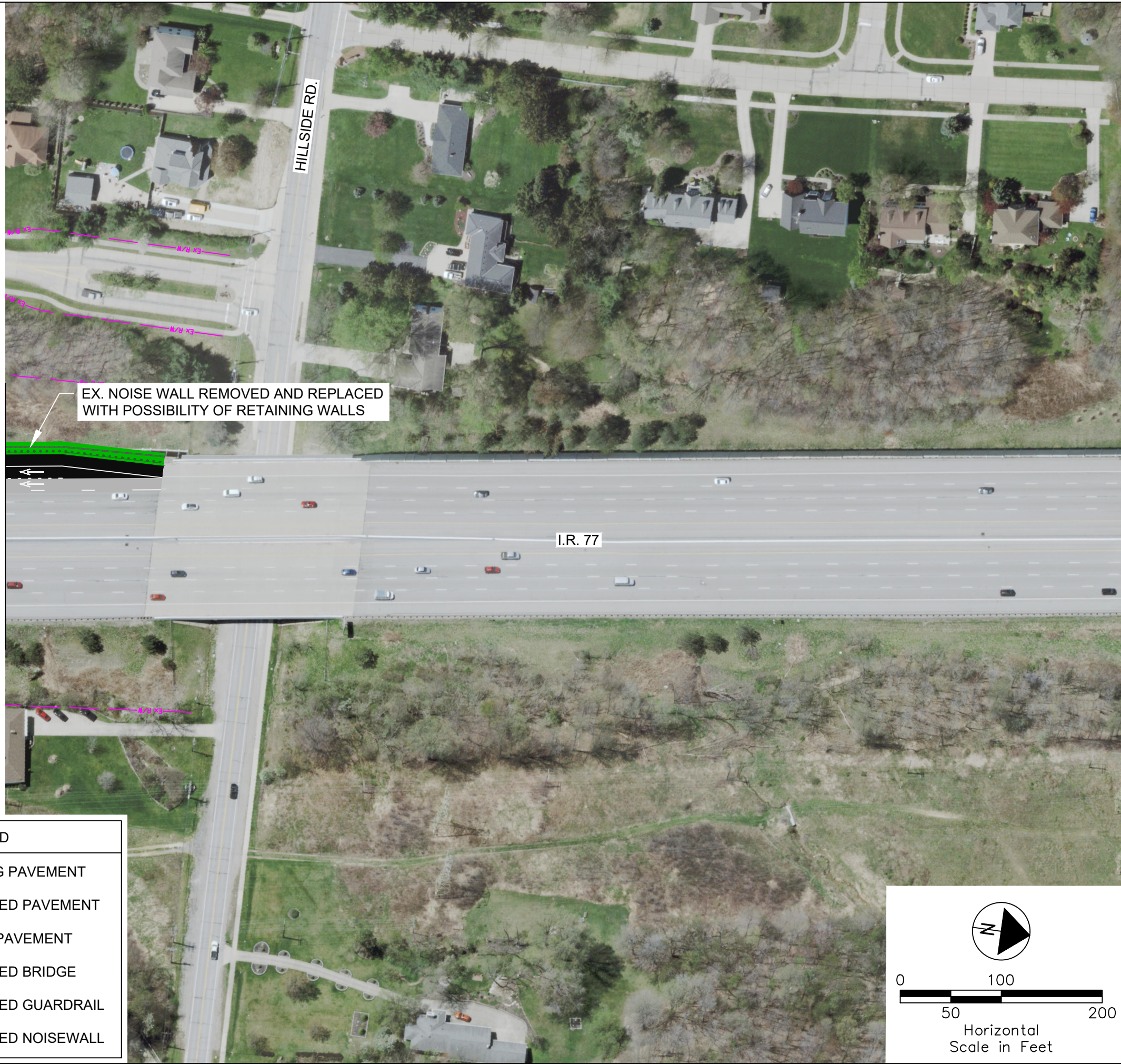
JANUARY 2025

Drawing File: C:\Users\jddombrosky\OneDrive\Local\Temp\AcPublish\17836\Figure 6_SB Build Alt 1.dwg Layout: 2 of 3
Date: Jan 16, 2025 Time: 1:18 pm Title: 0
Technician: ddombrosky



Drawing File: C:\Users\j000486r\OneDrive\Local\Temp\AcPublish\17836\Figure 6_SB Build Alt 1.dwg Layout: 3 of 3
Date: Jan 16, 2025 Time: 1:18 pm Title: 0
Technician: ddombrosky

MATCH LINE B



LEGEND

- | | |
|---|--------------------|
|  | EXISTING PAVEMENT |
|  | PROPOSED PAVEMENT |
|  | RAISED PAVEMENT |
|  | PROPOSED BRIDGE |
|  | PROPOSED GUARDRAIL |
|  | PROPOSED NOISEWALL |



FIGURE 6

PLEASANT VALLEY ROAD / I-77 SB RAMP
/ FORESTWOOD DRIVE INTERSECTION
'BUILD ALTERNATIVE 1'
SHEET 3 OF 3

JANUARY 2025

Westbound Left-Turn Lane	425'	625'	165'	375'
Pleasant Valley Road / I-77 NB Ramps				
'Build Alternative 4'				
Eastbound Left-Turn Lanes	725'	1,125'	250'	475' & 675'
Westbound Right-Turn Lane	725'	550'	-	300'
'Build Alternative 5'				
Eastbound Left-Turn Lanes	725'	550'	250'	475' & 675'
Westbound Right-Turn Lane	725'	550'	-	300'

*Turn lane length shown includes 50' diverging taper.

This configuration still remains susceptible to queue-blocking. Why not develop a right-turn only lane further up the ramp on the inside of the loop? Oops, nevermind, I see that's proposed in Alternate 3.

PROPOSED CURB AND RECONSTRUCTED CURB RAMP

FORESTWOOD DR.

EX. CULVERT EXTENDED

REMOVE PORTION OF EX. MEDIAN ISLAND

(3) EX. LIGHT POLES REMOVED AND REPLACED

Try to avoid this sign to avoid additional expense for not much more storage...

A 375' left turn lane almost meets the storage length based on turn demand (425') but is still short on through-queue block (625').

I.R. 77

PLEASANT VALLEY RD.

LEGEND

EXISTING PAVEMENT

PROPOSED PAVEMENT

RAISED PAVEMENT

N

0100200

50

Horizontal Scale in Feet

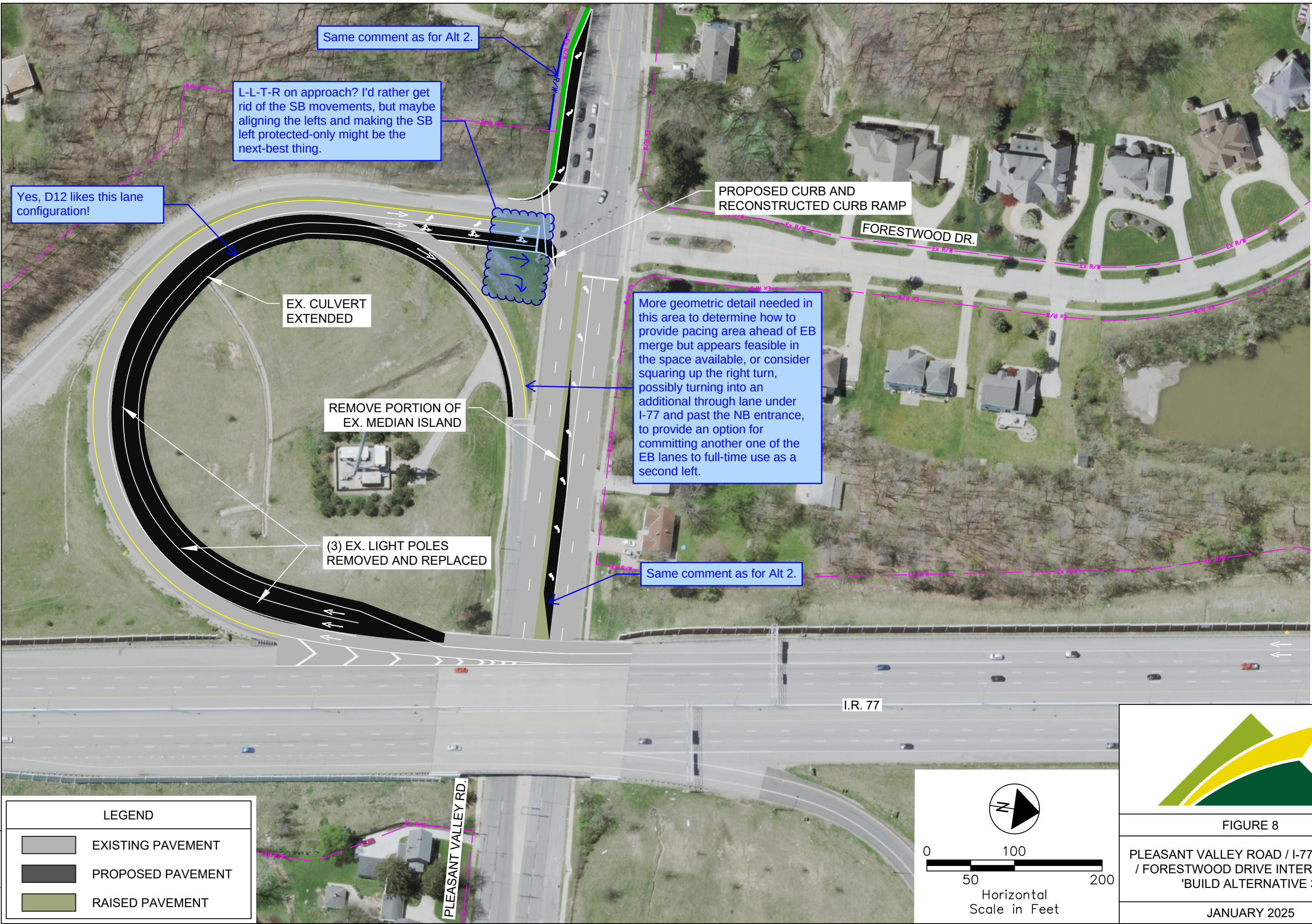
FIGURE 7

PLEASANT VALLEY ROAD / I-77 SB RAMP / FORESTWOOD DRIVE INTERSECTION 'BUILD ALTERNATIVE 2'

JANUARY 2025

Drawing File: C:\Users\jdd00486r\OneDrive\Local\Temp\AcPublish\17836\Figure 7_SB Build Alt 2.dwg Layout: Layout Date: Jan 16, 2025 Time: 11:18 am Title: 0 Technician: ddombrosky

Drawing File: C:\2023\2023000\90 - Traffic Engineering\Pleasant Valley\Study\Figure 8_SB Build Alt 3.dwg Layout: Layout
Date: Jan 16, 2025 Time: 11:10 am
Technician: ddombrosky



LEGEND	
	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	RAISED PAVEMENT

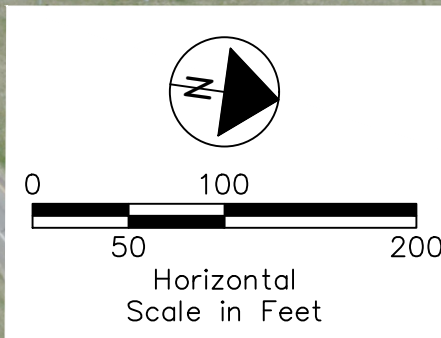


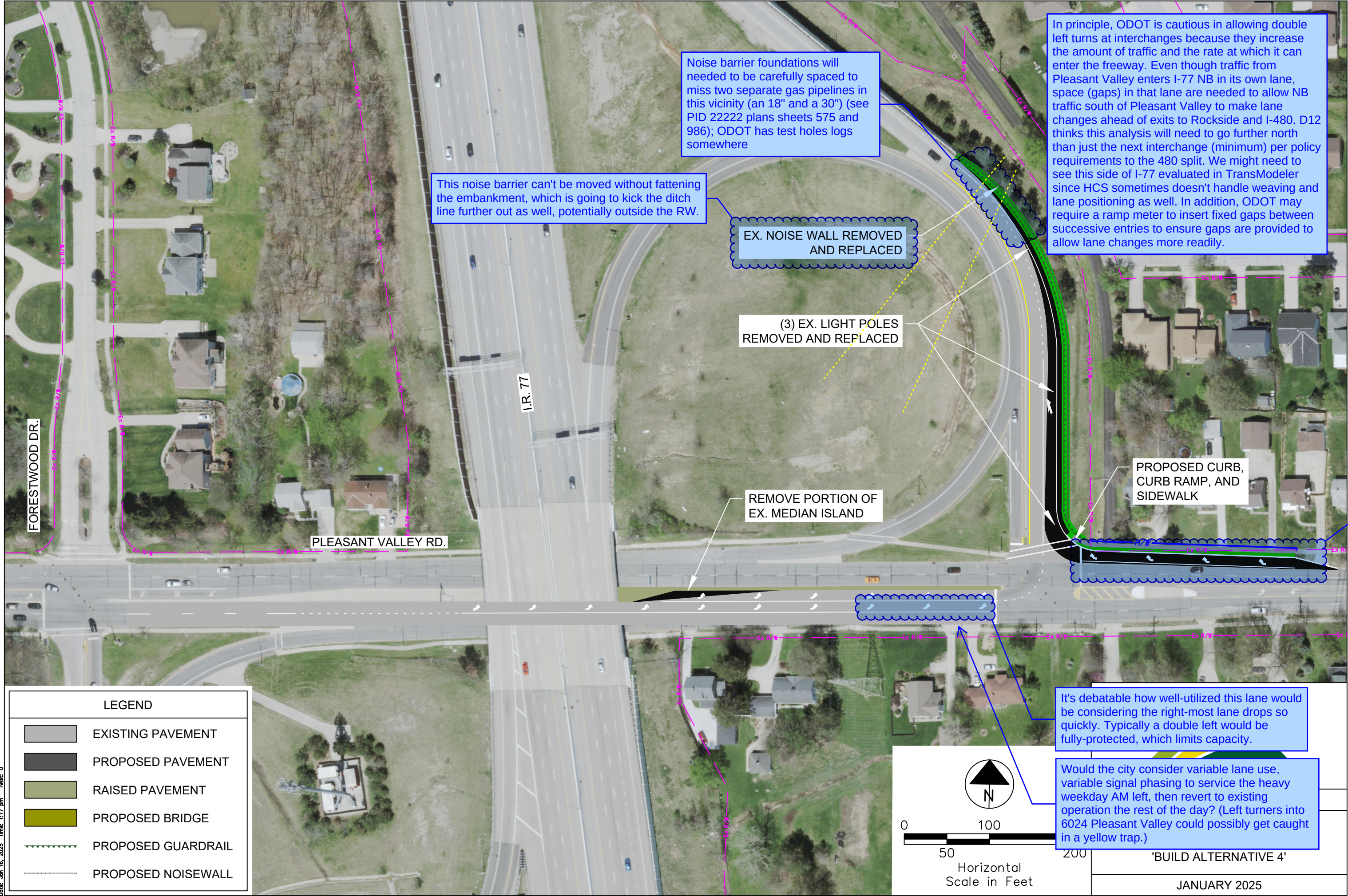


FIGURE 8

PLEASANT VALLEY ROAD / I-77 SB RAMP
/ FORESTWOOD DRIVE INTERSECTION
'BUILD ALTERNATIVE 3'

JANUARY 2025

Drawing File: C:\2023\2023000\90 - Traffic Engineering\Pleasant Valley\Study\Figures\Figure 9_NB Build Alt 4.dwg Layout: Build 1
Date: Jan 16, 2025 Time: 1:17 pm Page: 0



Technician: ddombrosky

he is practically
the EB left turn
e, why not just
far side of the
the taper? I
drop people into
considering the
ould do worse...
we could get by
(through the NB
of the SB exit.
ks promising.

ing

Drawing File: C:\2023\2023000\90 - Traffic Engineering\ Pleasant Valley Study\Figure 10_NB Build Alt 5.dwg Layout: Bu
Date: Jan 16, 2025 Time: 1:34 pm Title: 9
Technician: ddombrosky

LEGEND

- | | |
|---|--------------------|
|  | EXISTING PAVEMENT |
|  | PROPOSED PAVEMENT |
|  | RAISED PAVEMENT |
|  | PROPOSED BRIDGE |
|  | PROPOSED GUARDRAIL |
|  | PROPOSED NOISEWALL |

EX. NOISE WALL REMOVED
AND REPLACED

(3) EX. LIGHT POLES
REMOVED AND REPLACED

Red dotted line looks like a project of the
centerline of Pleasant Valley Road. Aren't the
pier columns along the centerline inside the
raised concrete median? What's going to be
the offset to the toe of the barrier needed to
protect them, assuming it will be less than 4'?

REMOVE PORTION OF
EX. MEDIAN ISLAND

PROPOSED CURB,
CURB RAMP, AND
SIDEWALK

PROPOSED CURB AND GUTTER

PLEASANT VALLEY RD.

PROPOSED CURB AND GUTTER

PROPOSED CURB RAMPS

Need a section here to see what
this is going to look like to confirm
ODOT bridge engineers would be
OK with the treatment. One
possibility would be to do
something similar to Rockside
under I-77, using barrier wall to
retain part of the spill-through slope.

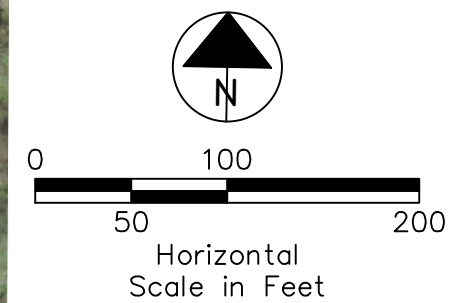
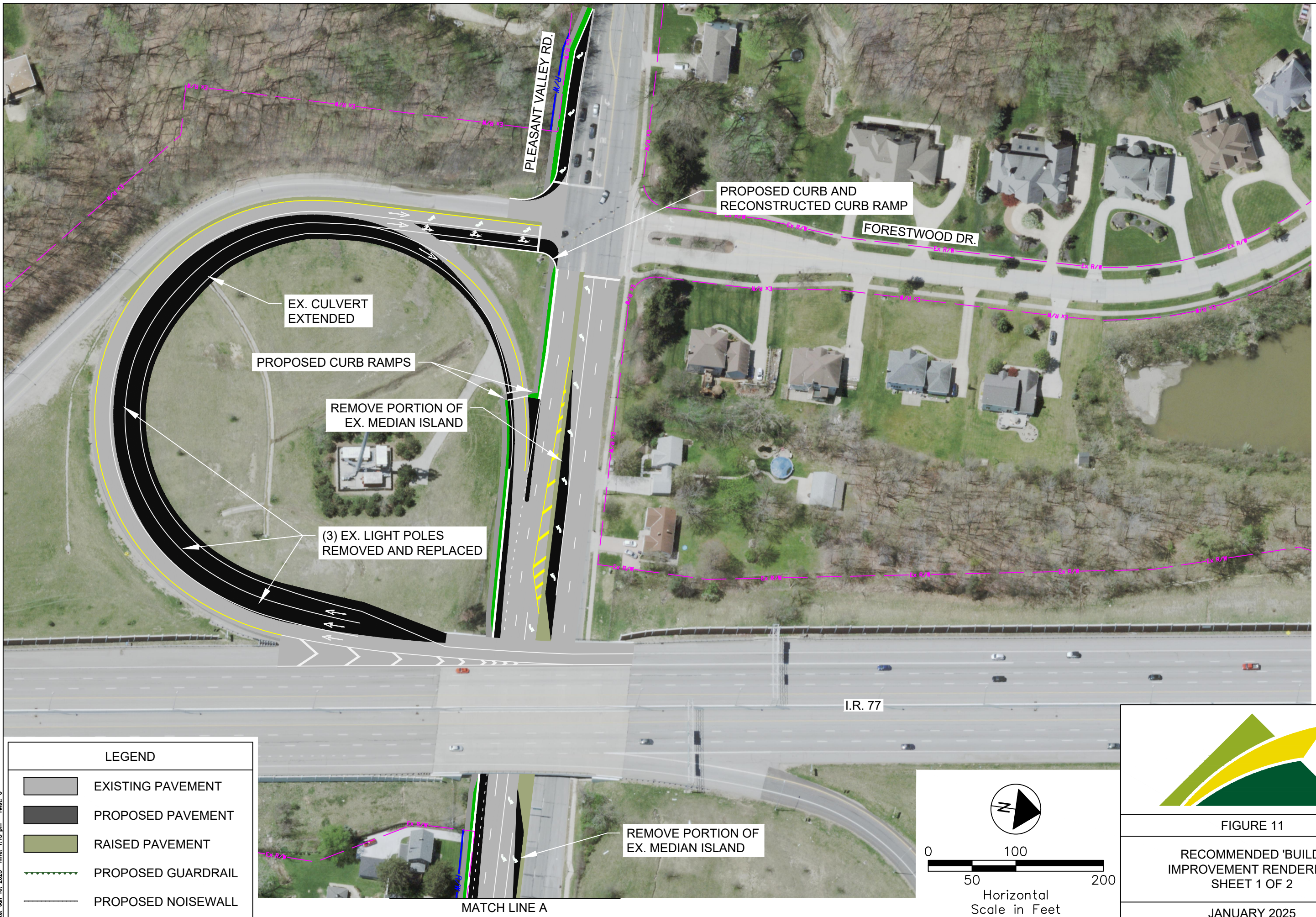


FIGURE 10

PLEASANT VALLEY ROAD /
I-77 NB RAMP INTERSECTION
'BUILD ALTERNATIVE 5'

JANUARY 2025

Drawing File: C:\2023\2023000\90 - Traffic Engineering\Pleasant Valley\Study\Figures\Figure 11_Full_Build.dwg Layout: 1 of 2
Date: Jan 16, 2025 Time: 1:15 pm TWS: 0
Technician: ddombrosky



LEGEND	
	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	RAISED PAVEMENT
	PROPOSED GUARDRAIL
	PROPOSED NOISEWALL

MATCH LINE A

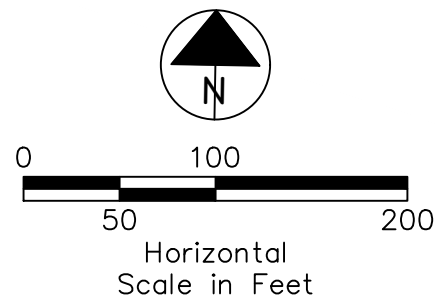
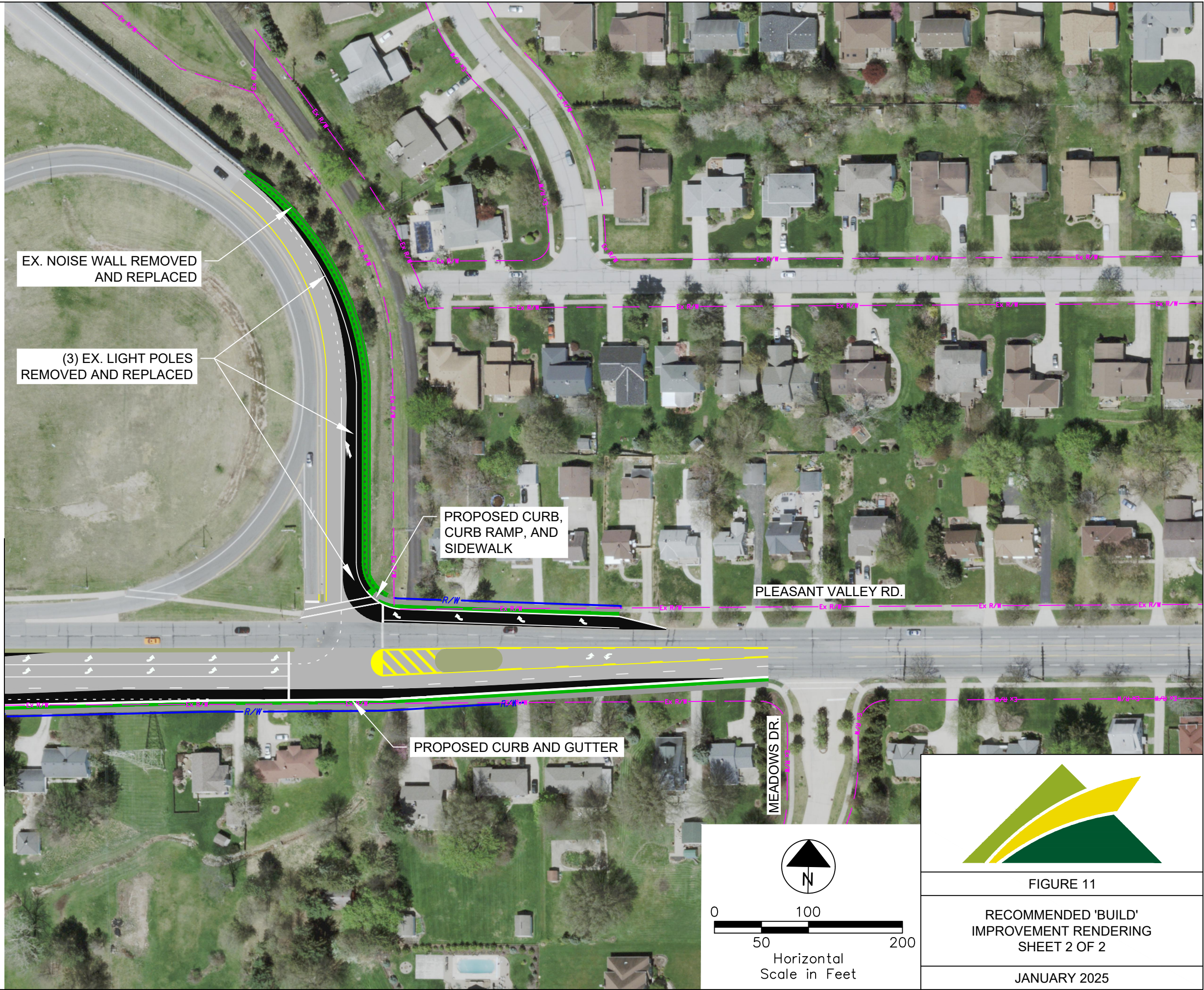


FIGURE 11

RECOMMENDED 'BUILD'
IMPROVEMENT RENDERING
SHEET 2 OF 2

JANUARY 2025

Drawing File: C:\Users\j0004886r\OneDrive\Local\Temp\AcPublish_17836\Figure 12_Full_Build_Roll_Plot.dwg Layout: Roll Plot
Date: Jan 16, 2025 Time: 1:18 pm Page: 0
Technician: ddombrosky

